

# Maryland Historical Trust

## State Historic Sites Inventory Form

### 1. Name (indicate preferred name)

historic William A. Criswell carriage house

and/or common 1716 Lemmon Street (Union Square/Hollins Market NRHD)

### 2. Location

street & number 1716 Lemmon Street n/a not for publication

city, town Baltimore n/a vicinity of congressional district 7th

state Maryland county independent city

### 3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: storage

### 4. Owner of Property (give names and mailing addresses of all owners)

name Baltimore Corporation for Housing Partnerships

street & number 104 East 25th Street telephone no.: (301) 889-4665

city, town Baltimore state and zip code Maryland 21218

### 5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber SEB 2713

street & number 100 N. Calvert St., Room 610 folio 399

city, town Baltimore state Maryland 21202

### 6. Representation in Existing Historical Surveys

n/a  
title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town state

## 7. Description

Survey No. B-4302

### Condition

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☒ altered

### Check one

☒ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today. CONTRIBUTING RESOURCE COUNT: 1

The carriage house at 1716 Lemmon Street is a two-story shed-roofed brick building constructed about 1907 on the north side of Lemmon Street near Union Square in West Baltimore. The property is located in the Union Square/Hollins Market Historic District which was listed in the National Register of Historic Places in 1983. Its immediate environment is characterized by two- and three-story brick rowhouses, most of which date from the third quarter of the nineteenth century, with a few early twentieth century replacement buildings interspersed. Lemmon Street is a narrow secondary street which parallels the major thoroughfares of West Lombard and West Pratt streets.

The building measures 13'-1" wide by 30'-0" deep. It is constructed of dark red brick laid in 5-course common bond with deeply raked mortar joints. The principal facade faces south, abutting the sidewalk on Lemmon Street. There is a wide carriage entrance on the ground level, with an iron I-beam lintel. The entrance is slightly offset to the east, reflecting the location of the stair in the southwest corner of the building. The original double batten doors have been removed, and the opening has been blocked with plywood around a residential-type flush door. Large strap hinges were salvaged from the original doors, and the pintles remain intact on either side of the opening. There are two window openings on the second story, with segmental arched heads comprising a double course of rowlock bricks; the sash has been removed, but wooden sills and simple beaded frames remain. The facade is capped by a decorative brick cornice with corbeled bracket forms supporting a projecting element which frames a narrow panel of bricks laid in a sawtooth pattern.

The west elevation is three bays wide, with a central doorway on each level flanked by windows. All openings are topped with a double rowlock segmental arch except the entrance on the ground level, which has an I-beam lintel. The ground level window openings are smaller than those in other locations on the building. Both these openings have been blocked: the southern window was carefully boarded inside and out at a relatively early date, probably coincident with a reconfiguration of the interior stair; the northern opening was closed with cinderblock in the mid-twentieth century. On the second story, the central doorway retains a four-panel door; a projecting beam above this opening formerly supported a hoist. The second-story

(see Continuation Sheet 7.1)

## 8. Significance

Survey No. B-4302

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates ca. 1907 Builder/Architect unknown

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The carriage house at 1716 Lemmon Street is significant under Criterion C, as an example of a type of structure associated with a small-scale industrial enterprise at the turn of the twentieth century. It was constructed about 1907 for confectioner and ice cream manufacturer William A. Criswell, presumably to house his delivery wagons. The building was part of a small complex which spanned the three lots at 1716-1720 Lemmon Street, comprising wagon sheds and an office.

City atlases clearly document the development of the lots designated 1716-1720 Lemmon Street. These lots are indicated as undeveloped on the Bromley Atlas of 1896 (Figure 1); by 1901, a one-story brick building had been erected at 1720, but the other two lots remained vacant (Figure 2). The 1906 Bromley Atlas shows a frame stable across the rear of 1716-18 (Figure 3). By 1914, the property was fully developed; the Sanborn map for that year (Figure 4) shows a two-story brick stable with a one-story frame shed at the rear at 1716. At the same time, a long, one-story frame building (probably an extension of the stable shown in this location in 1906) spanned the three lots, abutting the alley at the north, and an open wagon shed extended from the rear of the building (designated "office") at 1720, along the west property line, for the full depth of the lot.

In 1897, William A. Criswell established a confectionery shop at 1710 West Pratt Street and an ice cream factory in the adjoining building, 1708 West Pratt Street. A ten-gallon gasoline powered freezer produced approximately 60 gallons per day, which was sold both wholesale and retail. Criswell produced two varieties of ice cream, a regular grade which was sold in his confectionery and to selected dealers, and a less expensive grade which was marketed to other stores. By 1907, he had a fleet of nine mule-drawn wagons with

(see Continuation Sheet 8.1)

## 9. Major Bibliographical References

Survey No. B-4302

See Continuation Sheet 9.1

## 10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Baltimore West, MDQuadrangle scale 1:24000UTM References do NOT complete UTM referencesA 

Zone	Easting	Northing							

B 

Zone	Easting	Northing							

C 

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D 

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E 

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F 

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G 

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H 

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### Verbal boundary description and justification

Boundaries correspond to the single city lot upon which the resource stands (Block 244, Lot 70), representing the property historically associated with the resource.

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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## 11. Form Prepared By

name/title Peter E. Kurtze, architectural historian

organization

date

May 20, 1991

street &amp; number

109 Brandon Road

telephone

(301) 296-7538

city or town

Baltimore

state

Maryland 21212

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438



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1716 Lemmon Street  
Baltimore City, Maryland

Continuation Sheet 7.1

window openings are similar to those on the south facade; the sash has been removed. A low parapet caps the side walls, masking the slope of the shed roof.

The north elevation has a wide carriage opening with an I-beam lintel on the ground level, and a single flat-headed window centered on the second story. This elevation has a simple corbeled brick cornice.

The east wall is unfenestrated; a narrow alley formerly separated the carriage house from a rowhouse (since demolished) to the east.

The interior comprises a single large room on each level. The ground level room has a concrete floor, which slopes downward to the south from about the midpoint, exposing part of the brick foundation. On this level, a series of small interior buttresses at approximately six-foot intervals provide additional support for the walls, which are only a single brick-length (8") thick. The ground level walls and ceiling are whitewashed. There is a steep, narrow stair in the southwest corner; alterations to the header and second-floor joists indicate that this stair replaced a smaller stair or ladder in approximately the same location which originally provided the only interior access to the upper level. The second floor is heavily framed, with  $2\frac{1}{2}" \times 8\frac{1}{2}"$  joists set on one-foot centers with cross bracing; the original flooring consisted of  $\frac{3}{4}" \times 2\frac{1}{2}"$  tongue-and-groove boards. The buttresses terminate at the level of the second-floor joists. The walls are unfinished on the upper level. Most of the joists supporting the roof have been replaced, and the decking is plywood.

Adjacent to the carriage house on the west is an open lot (1718 Lemmon Street), partially paved with brick, which served as a driveway and yard for the stables and wagon sheds associated with William A. Criswell's delivery operations (see Section 8). Also to the west is a small 7'-8" by 12'-1" one story brick building (1720 Lemmon Street), apparently an office, which predates Criswell's ownership of the site but which was incorporated into the complex.

Despite the removal of the original ground-level doors and all window sash, the carriage house retains a good level of integrity. Its exterior brick detailing reflects a level of architectural sophistication which is noteworthy among functional, secondary buildings of the period.

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1716 Lemmon Street  
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Continuation Sheet 8.1

which he delivered ice cream packed in ice and salt to stores throughout the city and as distant as Brooklyn in southeast Baltimore. At that time he purchased the property at 1716-1720 Lemmon Street.<sup>1</sup> By 1914, Criswell had developed a small complex of structures on these lots to house the wagons and mules used in his delivery operation, including the present brick carriage house at 1716. At about that time, competition from a number of larger ice cream plants, which provided ice chests and ice to dealers who carried their product, forced Criswell to abandon the wholesale trade. He continued to produce ice cream for retail sale at his confectionery, and began to offer a light hauling service utilizing his delivery equipment.

At its peak, Criswell's factory produced most of the ice cream consumed in West Baltimore. In addition to retail and wholesale trade, Criswell routinely supplied local church festivals and suppers.<sup>2</sup> This enterprise represents one of a small number of local ice cream factories which served Baltimore neighborhoods prior to the rise of large centralized plants in the first quarter of the twentieth century.

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<sup>1</sup> Land Records of Baltimore City, Liber RO 2299, folio 177, December 31, 1906.

<sup>2</sup> The details of Criswell's enterprise are taken from the recollections of his daughter, Mrs. Vernon H. Rehling, "I Remember . . . Nickel Ice Cream Sodas," Baltimore Sun, October 4, 1953.

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1716 Lemmon Street  
Baltimore City, Maryland

Continuation Sheet 9.1: MAJOR BIBLIOGRAPHICAL REFERENCES

Baltimore City Directories, 1894-1914.

Bromley, George W. and Walter S. Bromley, Atlas of the City of Baltimore, Maryland, (Philadelphia: 1896; 1906).

Land Records of Baltimore City.

Rehling, Mrs. Vernon H., "I Remember . . . Nickel Ice Cream Sodas,"  
Baltimore Sun, October 4, 1953.

Sanborn Map Company, Fire Insurance Maps of Baltimore, Maryland, (Chicago: 1901; 1914).

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1716 Lemmon Street  
Baltimore City, Maryland

Continuation Sheet: HISTORIC CONTEXT

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA**

**Geographic Organization:** Piedmont

**Chronological/Developmental Period(s):** Industrial/Urban  
Dominance, 1870-1930

**Prehistoric/Historic Period Theme(s):** Architecture, Landscape  
Architecture and Community Planning; Economic (Commercial  
and Industrial); Transportation

**Resource Type:**

Architecture: carriage house; urban vernacular; standing  
structure

Economic (Commercial and Industrial): delivery facility;  
standing structure

Transportation: carriage house; standing structure

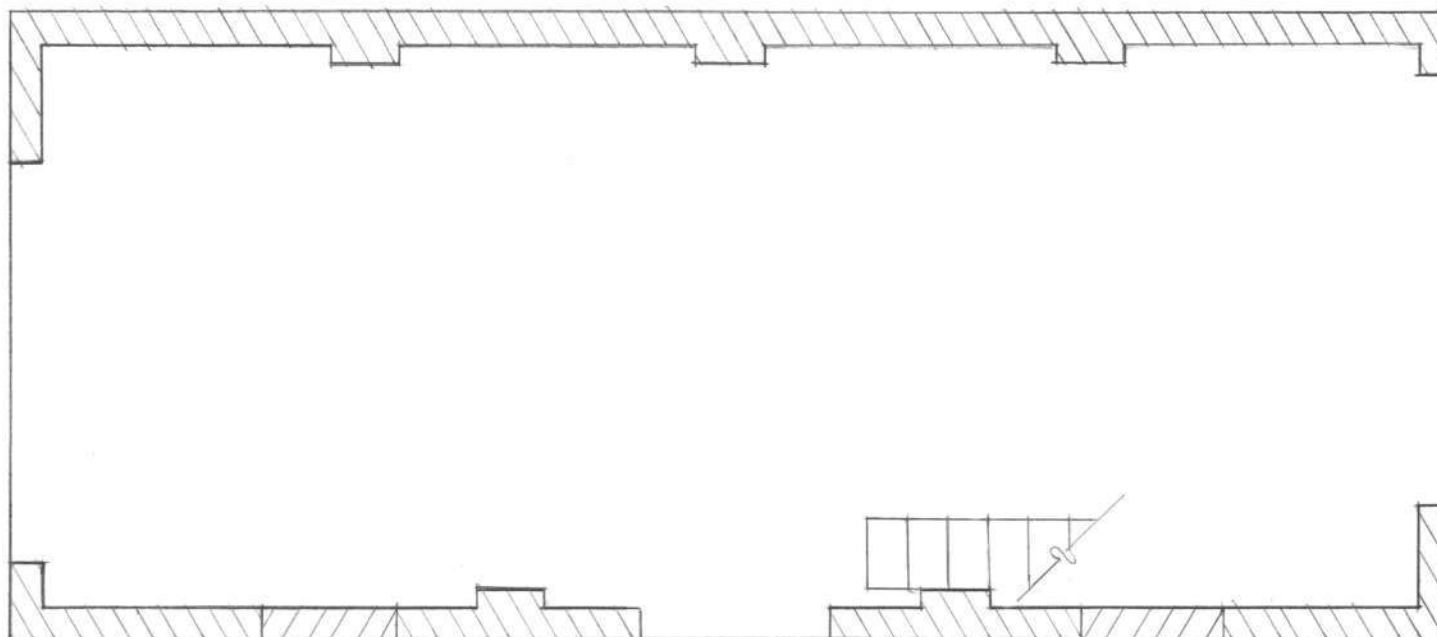
**Category:** Building

**Historic Environment:** dense urban development

**Historic Function(s) and Use(s):** industrial/commercial,  
transportation-related; carriage house

**Known Design Source:** unknown



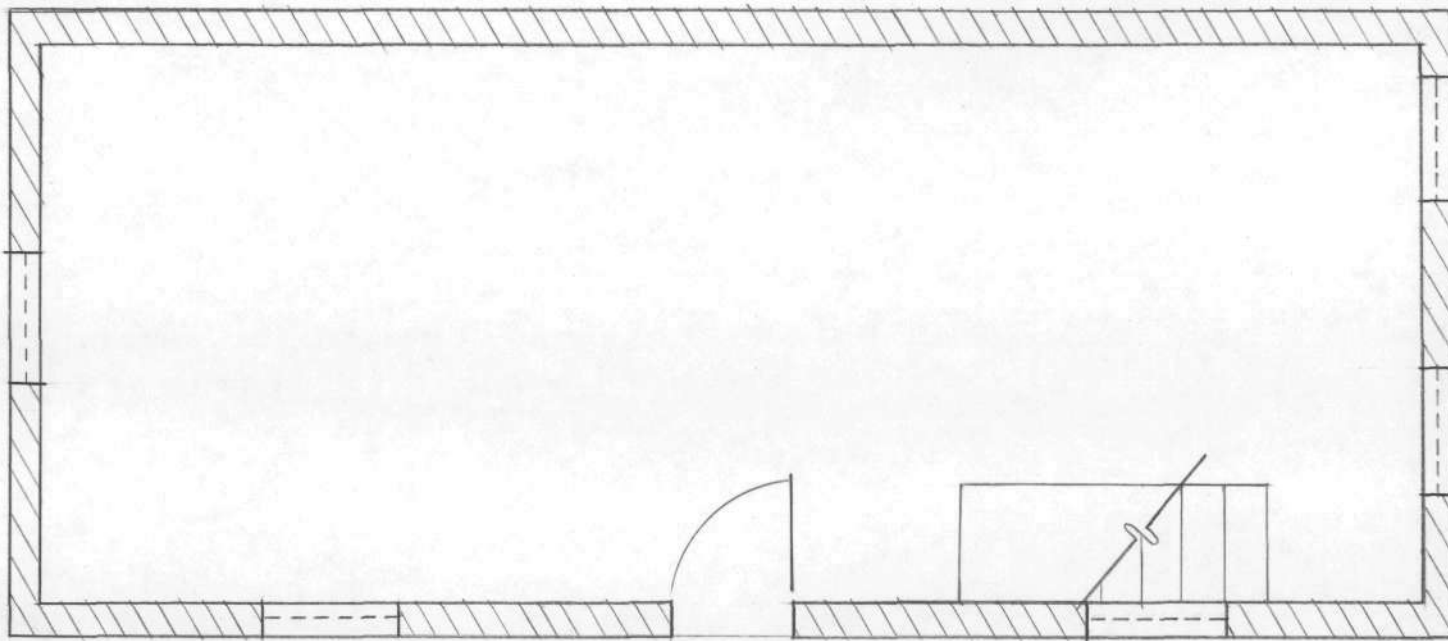


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**1716 LEMMON STREET**  
Baltimore, Maryland

first floor plan  
scale:  $\frac{1}{4}'' = 1'$

Peter E. Kurtze  
April 1991



**1716 LEMMON STREET**  
Baltimore, Maryland

second floor plan  
scale:  $\frac{1}{4}'' = 1'$

Peter E. Kurtze  
April 1991



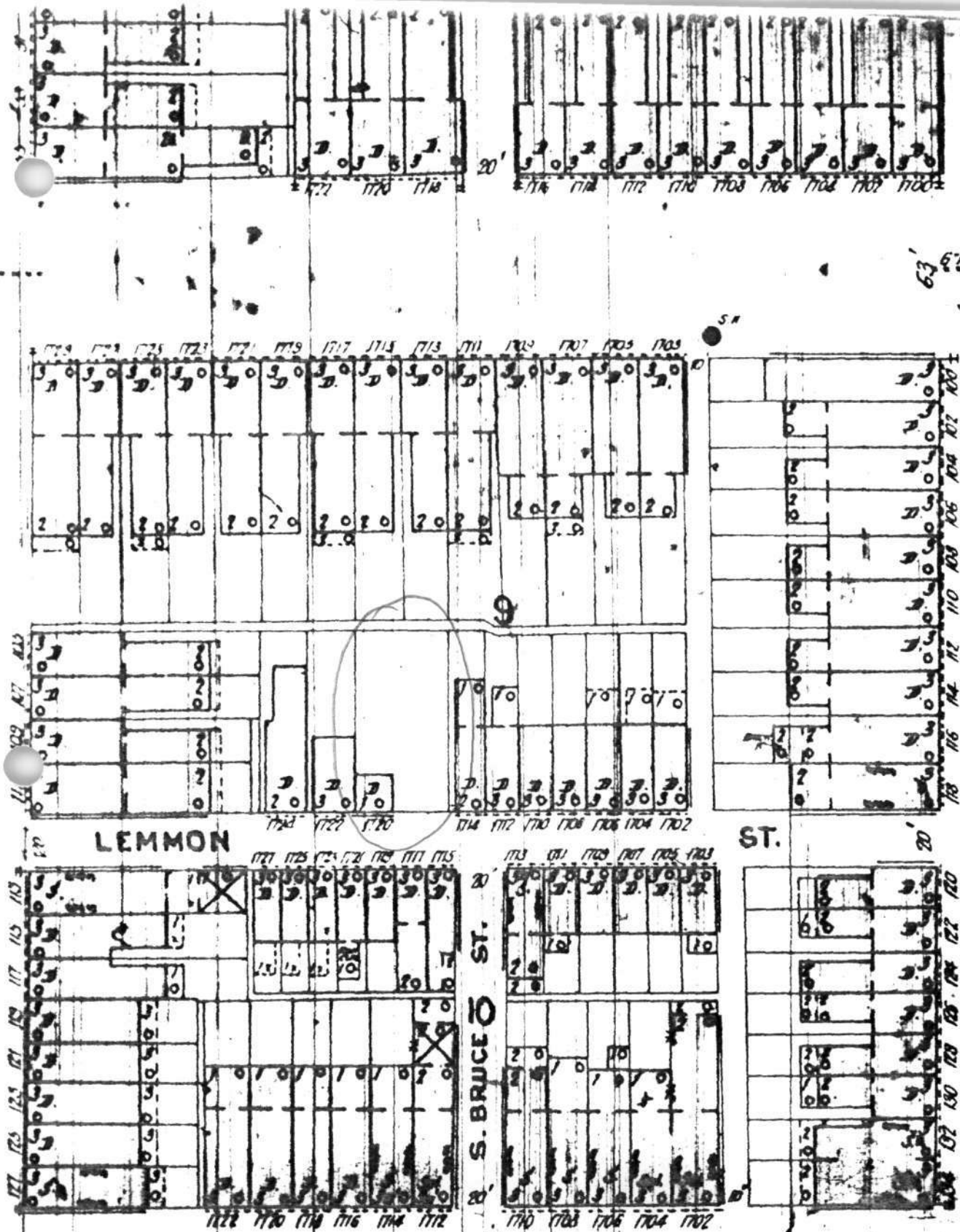


Figure 2  
B-4302  
1901  
Sanborn Insurance Map



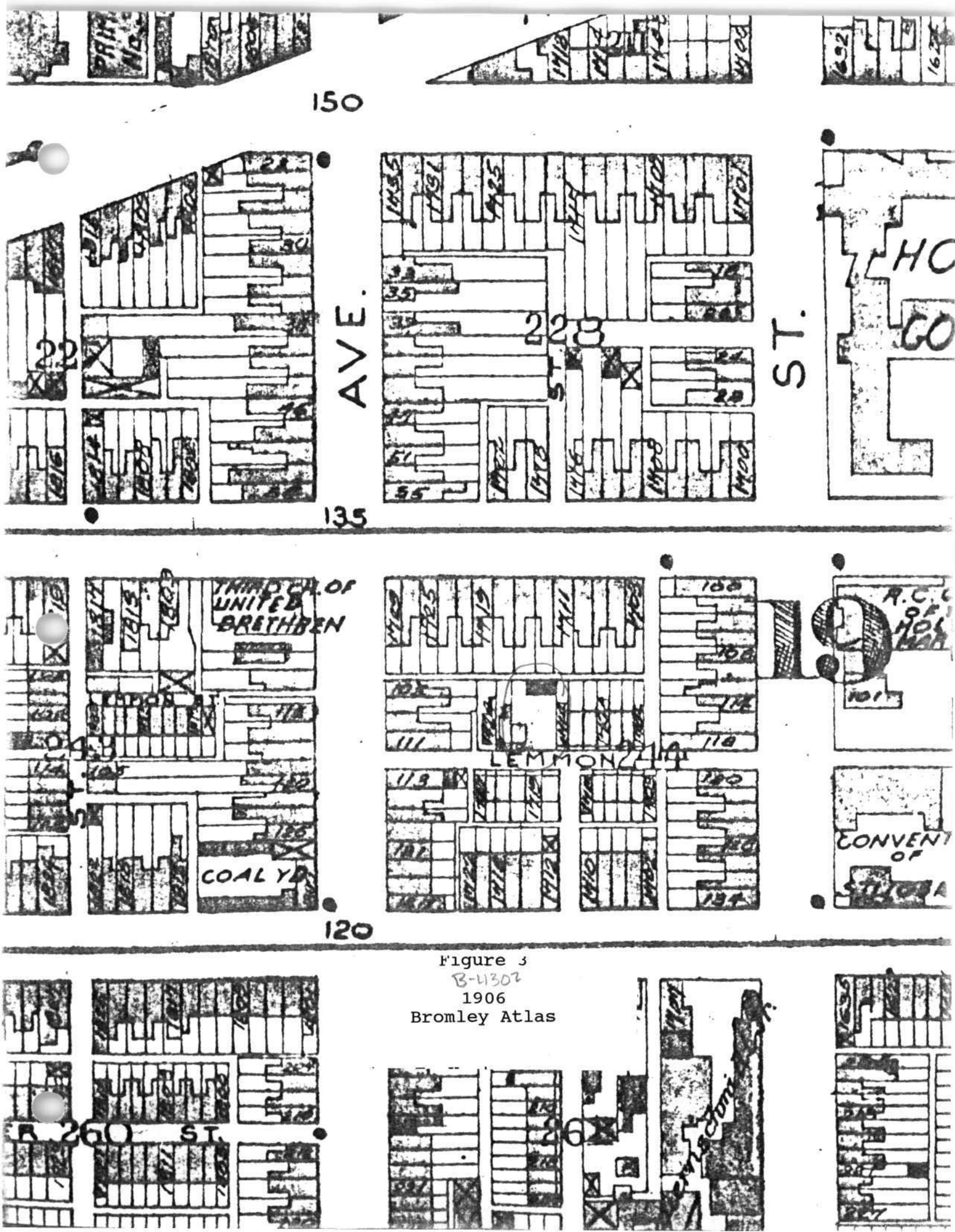
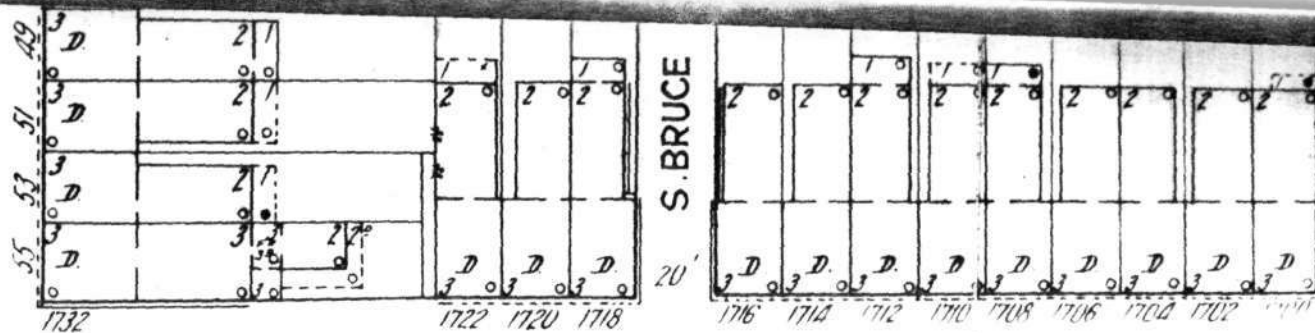
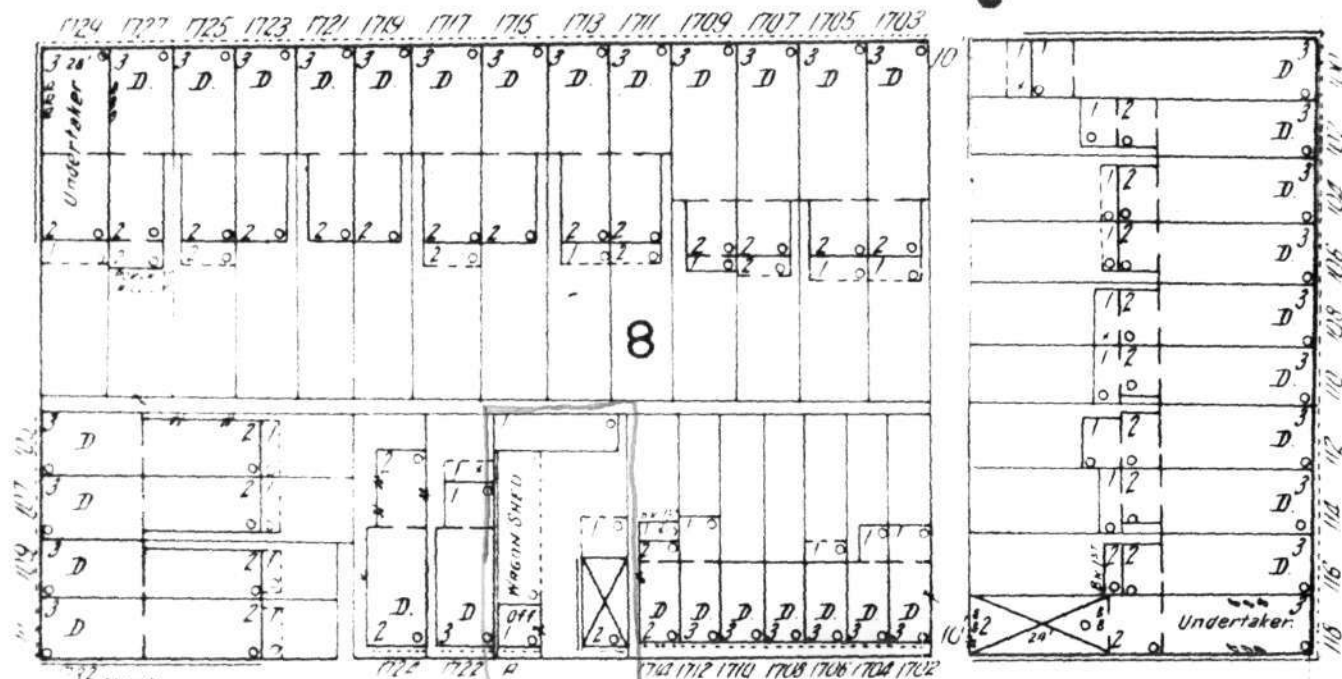


Figure 3  
B-4302  
1906  
Bromley Atlas

S



W. LOMBARD



W. LEMMON

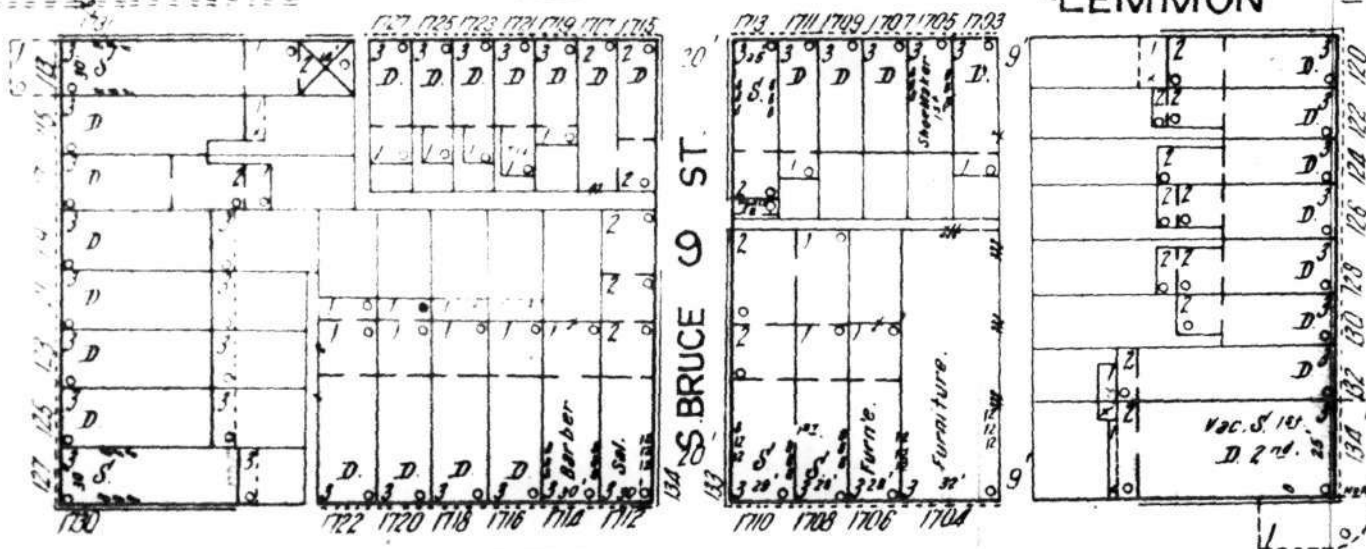


Figure 4

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1914

Sanborn Insurance Map

W. PRATT





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Location Map  
1716 Lemmon Street  
U. S. Geological Survey  
Baltimore West Quadrangle  
Scale: 1:24000

HOLLINS ST

FREDERICK AVE

FREDERICK-LOMBARD

W LOMBARD ST

LEMMON ST

LEMMON ST

S MONROE ST

PAYSON-MONROE

DOVER ST

GOLDSMITH

DOVER-MC HENRY

SADDISON ST

DOVER ST

S FULTON AVE

B-4302

S BRUCE ST

BRUCE-MOUNT

S FULTON BRUCE

MCHENRY ST

HOLLINS ST

BOYD ST

S MOUNT ST

LOMBARD-LEMMON

LEMMON ST

W PRATT ST

S GILMOR ST

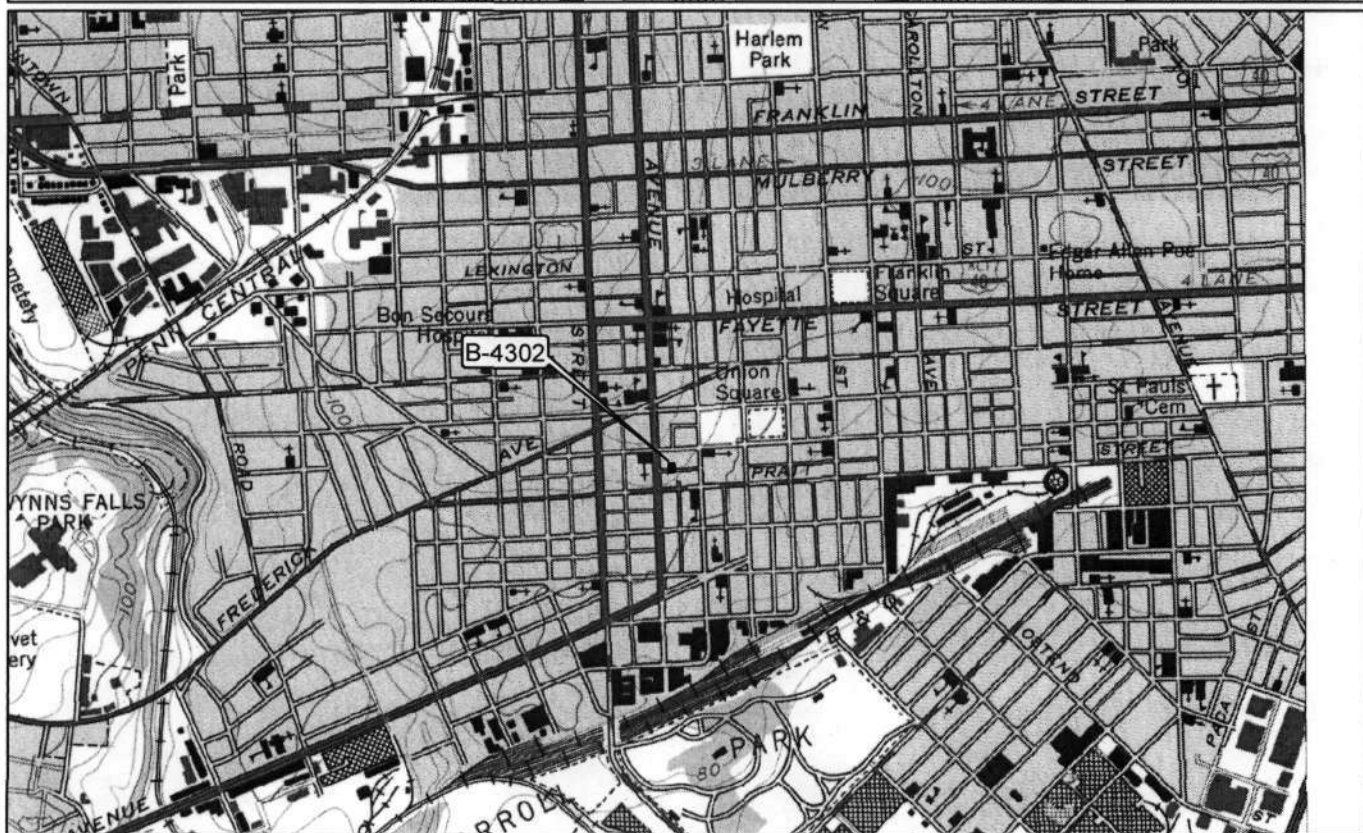
S PARRISH ST

S VINCENT ST

S BRUCE ST

S STRICKER ST

GIS data Courtesy of  
the City of Baltimore, MOIT/EGIS



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1716 Lemmon Street  
Baltimore City, Maryland

**Index to Photographs**

All photographs by Peter E. Kurtze, April 1991

<u>Frame no.</u>	<u>View</u>
10, 11	view from southeast along Lemmon Street
12, 13	carriage house, view from southeast
14-16	south elevation
17, 18	view from southwest
19, 20	view from southwest along Lemmon Street
21, 22	view from northwest
23	yard, view from north
24	north elevation
25, 26	view from northeast
27, 28	interior, ground level, facing southwest
29	interior, ground level, facing south
30, 31	interior, ground level, facing northeast
32	interior, ground level, facing southeast
33	interior, upper level, facing north
34	interior, upper level, facing northwest
35-36A	interior, upper level, facing southwest





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1716 LEMMON ST.

BALTIMORE CITY, MD

PETER E. KURTZE , 4/91

NEG AT MD SHPO

SOUTH ELEVATION

#1/9





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1716 LEMMON ST

BALTIMORE CITY, MD

PETER E. KURTZE, 4/91

NEG AT MD SHPO

VIEW FROM SOUTHWEST

# 2/9



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1716 LEMMON ST.

BALTIMORE CITY, MD

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NEG AT MD SHPO

VIEW FROM NORTHWEST

#3/9



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1716 LEMMON ST.

BALTIMORE CITY, MD

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NEG AT MD SHPO

NORTH ELEVATION

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1716 LEMMON ST.

BALTIMORE CITY, MD

PETER E. KURTZE, 4/91

NEG AT MD SHPO

VIEW FROM NORTHEAST

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1716 LEMMON ST.

BALTIMORE CITY, MD.

PETER E. KURTZE, 4/91

NEG AT MD SHPO

INTERIOR, FIRST FLOOR, CAMERA FACING SOUTH

#6/9



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1716 LEMMON ST.

BALTIMORE CITY, MD

PETER E. KURTZE, 4/91

NEG AT MD SHPO

INTERIOR, FIRST FLOOR, CAMERA FACING N.E.

#7/9



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1716 LEMMON ST.

BALTIMORE CITY, MD

PETER E. KURTZE, 4/91

NEG AT MD SHPO

INTERIOR, SECOND FLOOR, CAMERA FACING S.W.

#8/9





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1716 LEMMON ST.

BALTIMORE CITY, MD

PETER E. KURTZE, 4/91

NEG AT MD SHPO

INTERIOR, SECOND FLOOR, CAMERA FACING NORTH

#9/9